

Amendment Under 37 C.F.R. § 1.114(c)
And Response to Notice of Non-Compliant Amendment
Serial No. 09/770,619
Sughrue Ref: Q62623

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS:

1. (currently amended) A pneumatic tire having a tread pattern in which main lug grooves are disposed in opposing shoulder regions of a tread portion at a predetermined pitch in a circumferential direction of a tire, the main lug grooves being so arranged as to provide circumferential phase difference between the opposing tread shoulder regions,

wherein the main lug grooves are inclined with respect to the tread width direction and have the same inclining direction in the opposing shoulder regions,

wherein a narrow shallow groove inclined in the opposite direction with respect to each main lug groove is disposed in a central region of the tread portion in its width direction for connecting each main lug groove located in the opposing tread shoulder regions,

wherein a groove depth of the narrow shallow groove is set in a range of 15 to 30% of a groove depth of the main lug groove,

wherein a groove width of the narrow shallow groove is set in a range of 35 to 60% of groove width of the main lug groove, and

wherein a shallow groove portion is formed in a shoulder end region inside each main lug groove.

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2. (canceled).

3. (original): The pneumatic tire according to claim 1, wherein a region in which the narrow shallow groove is arranged is set in a range of 20 to 40% of width of the tread portion.

4. (canceled).

5. (original): The pneumatic tire according to claim 1, wherein groove depth of the shallow groove portion inside the main lug groove is set in a range of 50 to 80% of groove depth of the main lug groove.

6. (original): The pneumatic tire according to claim 1, wherein a region in which the shallow groove portion is formed inside the main lug groove is set in a range of 20 to 50% of groove length of the main lug groove extending from tread end to tread center of the tread portion.

7. (previously presented) The pneumatic tire according to claim 1, wherein each of the main lug grooves has a bending point.

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8. (canceled).